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Historical and pictorial
review, Engineer

THIS COPY OF THE

HISTORICAL AND PICTORIAL REVIEW

HEADQUARTERS COMPANY MOTOR COMPANY

Engineer Replacement Training Center

of the

UNITED STATES ARMY

IS PRESENTED

To_____

By_____

1942

THIS CERTIFIES

THAT

_____

_____

AS OF THIS DATE

_____

IS A MEMBER OF

_____

_____

Commanding Officer

_____

HISTORICAL *and* PICTORIAL REVIEW

ENGINEER REPLACEMENT TRAINING CENTER

UNITED STATES ARMY

FORT BELVOIR, VIRGINIA

1942

HISTORY OF FORT BELVOIR

Just 18 miles south of the nation's capital and 10 miles from Alexandria, in the lowland country of Virginia where our great American forefather, George Washington, began his career as a surveyor about the middle of the eighteenth century, lies the once small yet always scenic Army post of Fort Belvoir. Augmented to more than nine times its former personnel, the garrison, principal Engineer post of the country, now houses some thousands of men, of whom the large majority are enlisted men undergoing their initial training.

The garrison, situated on the Potomac River, is divided by United States Highway 1, which here trends east-west, with the newly constructed Engineer Replacement Training Center and Station Hospital located to the north of the highway and the other activities to the south, between the highway and the river. Formerly comprising 6,500 acres, the reservation has recently been expanded to 9,600 acres.

The area was included in a grant made in 1688 by James II to Lord Culpeper. This grant, so extensive that it was equal to nearly one-fifth of the present area of the Old Dominion, passed upon the death of Lord Culpeper, to his daughter, and then to her son, the sixth Lord Fairfax. The latter, who himself continued to reside in England, persuaded his cousin, Colonel William Fairfax, to move to Virginia in 1734. Upon his arrival the spacious dwelling, "Belvoir," meaning "beautiful to see," was erected, occupying commanding ground overlooking the Potomac. The mansion was burned about 1778, but its foundation ruins are still visible about a mile from the Post Headquarters, near the present Officers' Row.

The first acquisition of land for the post was a 1,500-acre tract transferred to the War Department in 1912 for the establishment of a rifle range and summer camp for the Engineer troops then stationed in Washington, D. C. In May, 1917, the first Engineer officers' training camp of the World War was opened here, and in August, 1918, the post was designated as a training center for engineers. It was then called Camp A. A. Humphreys, after Brigadier General Andrew A. Humphreys, Chief of Engineers from 1866 to 1879. More than 57,000 men received training here between May, 1917, and Armistice Day, 1918, and at one time there were 24,300 officers and men in camp. Announced as a permanent post in 1922, the camp was named Fort Humphreys in the same year. In 1935 the name Fort Belvoir was given to the reservation.

Commanding the post of Fort Belvoir is Brigadier General Edwin H. Marks, a West Point graduate, a World War veteran, and a distinguished officer in the Corps of Engineers. He assumed command on May 1, 1941.

The largest Engineer Post of the country, Fort Belvoir includes not only an Engineer Replacement Training Center where thousands of citizen-soldiers are in the process of training, but is the home of the Engineer School, including the Officers Candidate Classes; the Engineer Board, experimental agency of the Army, and several First Army units.

The Engineer Replacement Training Center is a newborn city which set an amazing pace for other "mushroom" Army towns.

The temporary emergency construction program was begun at Fort Belvoir on October 21, 1940. The project was divided generally into two parts, one of which consists of structures scattered throughout the permanent post, between U. S. 1 and the Potomac, while the other comprises the new Replacement Training Center.

The E. R. T. C., as the home of the newly-inducted soldier is familiarly called, not only serves as the soldier's place of abode but also as the training area for his period of basic instruction which will prepare him for work with units to which he will be assigned, either in the Corps of Engineers or with specialized units.

The new enlisted man wastes little time getting down to serious business. After assignment to his unit following arrival in camp he is "processed," which includes issuance of clothing and equipment, and he immediately enters upon the first of the two training phases.

Phase one consists primarily of instruction along general lines, such as military courtesy, manual of arms, personal hygiene, and army rudiments. Phase two includes specialized work such as the building of ponton bridges, fixed bridges, rifle range work, night road building, map reading problems, building of tank obstacles, long hikes, overnight bivouacs, field inspections, physical training, and construction of trenches, cave shelters, and fox holes.

EDWIN HALL MARKS

Brigadier General

Commanding Engineer Replacement Training Center and Post of Fort Belvoir

Born: Wilmington, Delaware, July 2, 1887.

Military History: Cadet, Military Academy, June 15, 1905, to June 11, 1909, when he was graduated and promoted in the Army to

Second Lieutenant: Corps of Engineers, and served: At Detroit, Michigan, September 11 to December 2, 1909; Canal Zone, Panama, to May 10, 1910; at Rock Island, Illinois, May to July 30, 1910; at Pittsburgh, Pennsylvania, July 30 to August 30, 1910; at U. S. Engineer School, Washington Barracks, D. C., to February, 1912.

First Lieutenant: Corps of Engineers, February 27, 1912, and served: with First Battalion of Engineers to November, 1913, at Island of Guam, Marianas Islands, with detachment of Third Battalion of Engineers, engaged on survey, November, 1913, to September, 1914; at Corregidor, Philippines, with Company K, Third Battalion of Engineers, September, 1914; at Manila, Philippine Islands; at Headquarters, Philippine Department, with Military Information Division and Department Engineer, October, 1914, to November 15, 1915; en route to United States and on leave of absence.

Captain: Corps of Engineers, December 11, 1915, and served: March 15, 1916, at Detroit, Michigan, in United States Engineer Office and on United States Lake Survey, to August 28, 1916; at United States Military Academy, Instructor in Department of Engineering to May 1, 1917; at Madison Barracks, New York, instructor in Officers' Training Camp to June 1, 1917; at Camp American University, D. C., and Belvoir Tract, Virginia, instructor in Engineer Officer Training Camp to

Major: Temporary, Corps of Engineers, August 5, 1917, August 28, 1917; at United States Military Academy, Instructor in Department of Mathematics to September 7, 1917; at American University, D. C., Belvoir Tract, Virginia; at Fort Myer, Virginia, with 20th Engineers (Forestry) to

Lieutenant Colonel: Engineers, N. A., January 4, 1918, May 10, 1918; in France with American Expeditionary Force, in command of 20th Engineers and in charge of Forestry Section of Division of Construction and Forestry, May 25, 1918, to

Colonel: Engineers, U. S. A., August 1, 1918, September 1, 1918; at Washington, D. C., in Office of Chief of Engineers, September 25, 1918, to

Major: Corps of Engineers, January 16, 1920, returned to Grade of Major, March 15, 1920, February 21, 1921; at Duluth, Minnesota, in charge Duluth, Minnesota, Engineer District, February 28, 1921, to June 30, 1925; in charge of St. Paul, Minnesota, Engineer District, February 28, 1921, to January 31, 1923, and January 1 to April 30, 1924; on duty with Organized Reserves, December 19, 1922, to July 11, 1925; at Fort Leavenworth, Kansas, student officer, Command and General Staff School, August 25, 1925, to June 20, 1926, when he was graduated as an honor graduate; at Fort Humphreys, Virginia, commanding 13th Regiment of Engineers, July 21, 1926, to July 1, 1928; at Washington, D. C., student officer, Army War College, August 20, 1928, to June 30, 1929, when he was graduated; in Office, Chief of Engineers, July 1 to September 29, 1929; member of General Staff on duty in Personnel Division, War Department General Staff, September 30, 1929, to June 19, 1933; District Engineer, Galveston, Texas, Engineer District, July 1, 1933, to July 28, 1937.

Lieutenant Colonel: December 1, 1933: District Engineer, Buffalo, New York, Engineer District, August 12, 1937.

Colonel: June 1, 1938, to October 20, 1938. Division Engineer, Ohio River Division, with station at Cincinnati, Ohio, October 26, 1938, to April 30, 1941.

Brigadier General: Army of the United States: April 19, 1941, to rank from April 6, 1941.

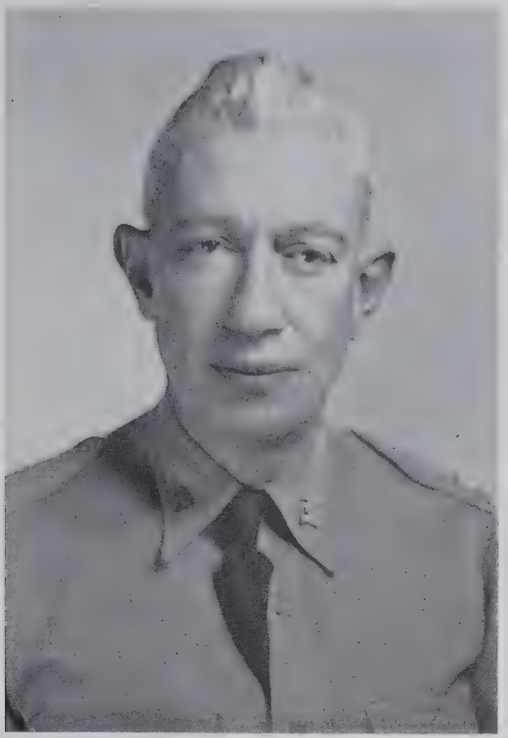
To: Command of Engineer Replacement Training Center and Post of Fort Belvoir, Virginia, May 1. 1941.

GEORGE W. GILLETTE

Colonel

Executive Officer, Engineer Replacement Training Center

AUBREY H. BOND
Colonel
Commanding Group 1



DAVID L. NEWMAN
Colonel
Commanding Group 2
Transferred

GROUP COMMANDERS

ENGINEER REPLACEMENT TRAINING CENTER

THOMAS E. KERN
Colonel
Commander Group 2

ALEXANDER S. ACKERMAN
Colonel
Commanding Group 3

DAVID A. NEWCOMER
Lieutenant Colonel
S-1

LOUIS W. PRENTISS
Lieutenant Colonel
S-3

FRANK M. ALBRECHT
Lieutenant Colonel
S-4

HEADQUARTERS STAFF

ENGINEER REPLACEMENT TRAINING CENTER

EDWARD H. COE
Lieutenant Colonel
Engineer Training Superintendent

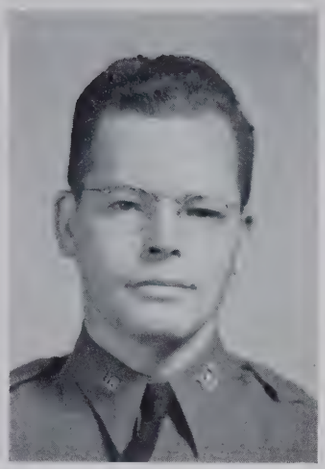
F. RUSSEL LYONS
Lieutenant Colonel
Training Superintendent

PAUL N. IVANCICH
Major
Assistant Technical Training Superintendent

RAYMOND E. LARGE
Major
Superintendent Weapons Training

JOHN E. PEARCE
Major
Morale Officer

NORMAN C. SEEWALD
Major
Assistant Plans and Training Officer



HOWARD T. BROOK
Captain
Assistant Training Superintendent

LUTHER J. DEMPSEY
Captain
Assistant S-3

CHARLES R. DAMAN
Captain
Assistant Training Superintendent

WILLIAM E. BENNETT
Captain
Adjutant

HEADQUARTERS STAFF

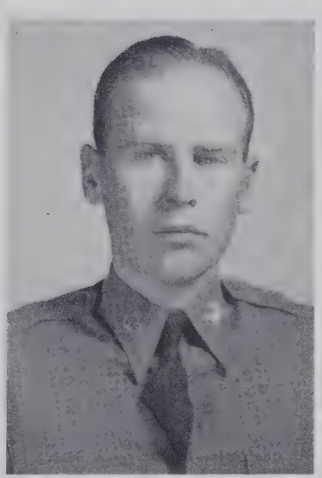
ENGINEER REPLACEMENT TRAINING CENTER

CLARENCE J. DOUGLAS
Major
Assistant Technical Training Superintendent

WILLIAM J. SABO
Captain
Assistant Superintendent Weapons Training

GEORGE L. FOSSETT
Captain
Assistant Training Supervisor

JOEL W. SALTER
Captain
Supply Officer



GEORGE H. HODGES
Major
Engineer Training Instructor

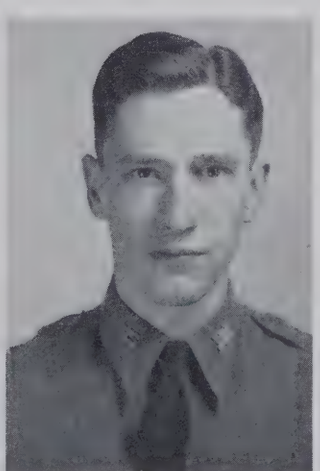
JAMES D. STRONG
Major
Combat Training

CARL H. FRAZIER
First Lieutenant
Commanding Headquarters Company

RUSSELL D. TURRILL
Captain
Assistant Adjutant

LOTT T. ROGERS
Captain
Assistant Adjutant

HARVEY A. ZORN
Captain
Assistant Technical Training Supervisor



MAX M. BRENDER
First Lieutenant
Assistant Adjutant

ROBERT A. K. ANDERSON
First Lieutenant
Headquarters Company Officer

WILLIAM C. BUSCH
First Lieutenant
Assistant Superintendent Weapons Training

HEADQUARTERS STAFF

ENGINEER REPLACEMENT TRAINING CENTER

PETER G. CEI
First Lieutenant
Motor Company Administration and Mess Officer

ROBERT J. DALTON
First Lieutenant
Assistant Training Superintendent

WILLIAM R. ELDEN, JR.
First Lieutenant
S-3 Heavy Equipment

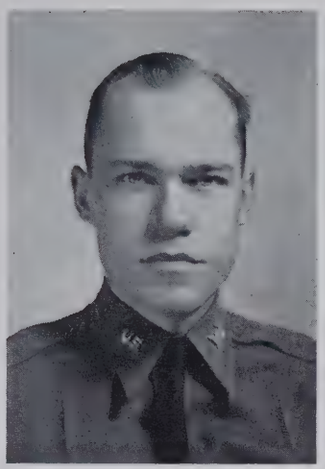
HENRY D. FISHER, JR.
Captain
Assistant S-3

JOHN H. GALLAGHER
First Lieutenant
Assistant Heavy Equipment Officer

PAUL C. GAUGER
First Lieutenant
Assistant Supply Officer

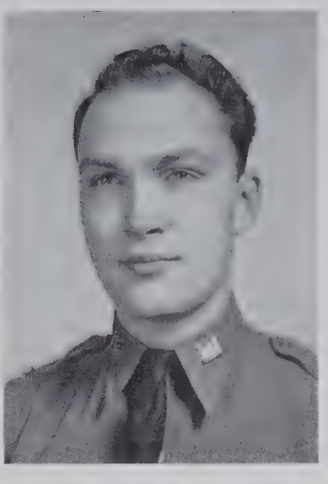
DON H. GRISWOLD
First Lieutenant
Assistant Technical Training Superintendent

CARL F. GUNTHER
Captain
Chaplain



RICHARD D. HOLTZ
First Lieutenant
Acting Personnel Adjutant

RICHARD L. HOPKINS
Captain
Commanding Motor Company



WARD H. McDONALD
First Lieutenant
Assistant Special Services Officer

HEADQUARTERS STAFF

ENGINEER REPLACEMENT TRAINING CENTER

LOUIS L. McQUITTY
Captain
Classification Adjutant

JOHN A. MILLER
First Lieutenant
Technical Training Secretary

FRANKLIN C. MOHLER
First Lieutenant
Assistant Motor Transportation Officer

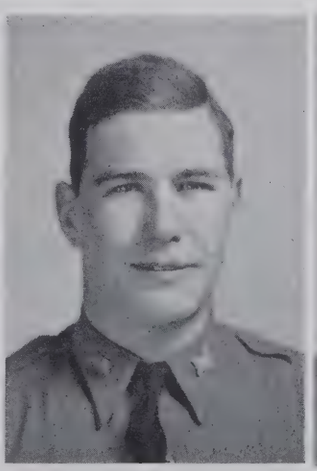
CHARLES H. MOORE
First Lieutenant
Assistant Classification Adjutant

NEWLIN D. MORGAN
First Lieutenant
Assistant Classification Adjutant

DOYLE M. NADEN
First Lieutenant
Assistant S-4

JACK McK. PARDEE
Captain
Assistant Range Superintendent

HOWARD M. REINHARD
First Lieutenant
Chaplain



DALE G. SAVAGE
Captain
Assistant Superintendent Weapons Training

HARRY T. SCHWAN
First Lieutenant
Assistant Personnel Adjutant

DOUGLAS F. THOMSON
First Lieutenant
Assistant S-4

GEORGE W. THOMSON, JR.
First Lieutenant
Assistant Classification Officer
(Transferred)

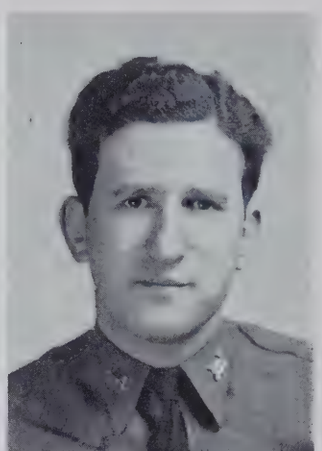
HEADQUARTERS STAFF

ENGINEER REPLACEMENT TRAINING CENTER

FRED R. BELL, JR.
First Lieutenant
Assistant Classification Adjutant

JOHN A. CROON
Second Lieutenant
Assistant Classification Adjutant

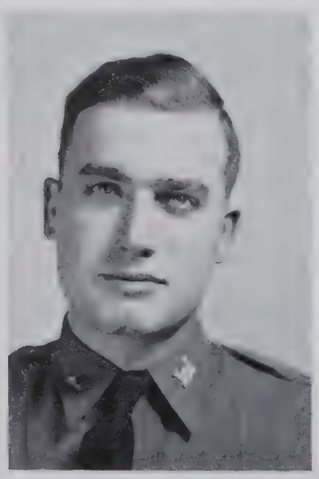
EDWIN C. DRYDEN
First Lieutenant
Assistant Special Service Officer
(Transferred)



HARRY GRITZ
Second Lieutenant
Assistant Supervisor Basic Training

NICHOLAS J. KRAPF
Second Lieutenant
Assistant S-4

RICHARD J. LUNSFORD
Second Lieutenant
Motor Company Supply Officer



DAVID L. MOWRER
First Lieutenant
Assistant Personnel Adjutant

RAYMOND J. SCHNELLER
First Lieutenant
Assistant Maintenance Officer

HENRY W. WITHERS
First Lieutenant
Assistant Training Superintendent

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INSIGNIA

History of the Engineer Replacement Training Center

The Engineer Replacement Training Center, Fort Belvoir, Virginia, is the scene of a great transition: That of Johnny Jones, Average Citizen, to Private John Jones, a first class fighting man.

This transition is not always an easy one and consequently the backbone of the ERTC is its commissioned personnel. These men must not only be skilled in the profession of arms and miltary engineering, but must be endowed with the art of teaching and possess the ability to train thousands of men from all walks of life to live together in a strange and new world. Of almost equal importance are the non-commissioned officers who serve to a great extent as a field faculty in the courses of road building, bridge building, the use of ponton boats, and demolition, as well as the other duties of war that are active parts in the daily life in the corps of Engineers.

The very scene of Fort Belvoir seems to have been designed for the production of top flight Army Engineers. Steeped in Colonial history, the rolling acres that now comprise Fort Belvoir were once the vast estate of Lord Culpepper, and were managed by his distant cousin, Colonel William Fairfax. This British Officer, a great friend of George Washington many years before the American Revolution, gave the man who was destined to win American Independence his first engineering job. Washington, actual father of the Corps of Engineers, surveyed the estate for Colonel Fairfax many years before he made his abode at Mount Vernon.

Belvoir, as the estate was called by Colonel Fairfax, was destroyed by fire in 1783. When the United States fought its second war with Britian in 1812-1814, a British fleet destroyed all that was left of the manor house while bombarding American land forces.

The actual history of Fort Belvoir as a part of the United States Army began on August 24, 1912, when by an act of Congress 1,500 acres were transferred to the War Department for establishment of a rifle range and summer camp for Engineer Troops which were regularly stationed at Washington Barracks, in the District of Columbia.

Its World War I history is enviable. Then known as Fort Humphrey, it served as the first Engineer Officers' Training Camp of the war in May, 1917. Between May, 1917, and Armistice Day in 1918, approximately 57,000 men received training here, while 37,000 troops were sent from the Fort to duty overseas. At one time there were 24,300 officers and enlisted men on the reservation.

Size of the Fort has been increased by purchases of land until it now comprises about 10,000 acres of beautiful woodland with miles of river frontage.

The ERTC resembles a small but complete city, as in fact, it is. The barracks can be considered a residential area, while the Post Exchanges serve as clubs, War Department theatres, and Post

tailor shop may be considered the shopping centers. And of course a town of this size has its own finely equipped hospital, and to some's sorrow—its own jail—a competent guard house.

One of the greatest achievements of the ERTC has been its success in teaching men to live in harmony in barracks. There is little privacy here, yet thousands of men have attained a mode of life together with an almost absolute absence of discord. All have to pitch in and work in order that the Post can maintain a high standard of living. Private John Jones learns to stoke the stove, scrub the floors, make beds, clean windows and peel potatoes. He also learns to adjust himself to mass living, to pranks, banter and sometimes a little bullyragging. But even as he adjusts himself to "taking it" he learns to "give it." At the end of his stay he is well equipped to take his place among the millions of men who form our Army.

Private John Jones has many advantages. Today's Corporal must be as highly trained and possessed of the same amount of leadership as yesterday's Lieutenant. But the need for outstanding men is so vital that any man showing unusual merit or talent is bound to be singled out and placed in line for promotion. The commissioned officers at ERTC take a singular pride in finding and advancing worthy men. They realize that a large percentage of the needed officers are entering service through Replacement Training Centers.

Nor must a man wait too long for his advancement. A man with qualifications needed in many responsible positions may find himself assigned to those duties shortly after entering the service. These duties often bring non-commissioned stripes to a new man's sleeve, although he must accept a "rookies' " pay for his first four months of service.

Field training at ERTC is thorough and is in the hands of competent instructors. Every phase of the work of Military Engineers is dealt with during thirteen weeks that all new men must serve for basic training. It is a vigorous life and a healthy one. Not only is a man taught the duties of the Engineers in combat, but he also learns to care for himself under fire.

To many who serve their basic training period at ERTC a new world is opened for a man's abilities are classified and every effort is made to develop both latent and active talent. The use of explosives is taught, and the science of road building. Many competent surveyors are developed on the Post at Fort Belvoir, as well as cooks, dieticians and other trades.

For recreation there are Battalion recreation halls, movies, service clubs, and there are also guest houses for family or friends who may be visiting from distant points. The recreation halls are Battalion club rooms. In them men meet to play cards or games and to read or write. Many glee clubs and other musical organizations have found their origin in these halls which are provided by the Government to every Battalion on the Reservation.

The War Department movies are all first and second run houses. Admission is nominal and script books for 10 admissions can be purchased on the Post for $1.40.

The service club is the real social center for enlisted men and trainees. It is here that they meet and entertain family and friends. Each is equipped with a fine cafeteria, facilities for serving refreshments, dancing, reading and games.

Two fine services are offered to the men through the American Red Cross and the Chaplains. Both are eager to help new men to get their feet on the ground and to help in matters of personal welfare.

Private John Jones is trained at ERTC to be a top flight fighting man, competent to carry the fight to the enemy, and to care for himself when the going gets rough. He is taught to live with thousands of others, respecting their rights and demanding his own. He is taught to avail himself of the many fine services offered by the Army. In short: He is taught to live.

Working to Become Engineers

Above: Many and varied are the machines that an Engineer must use in the construction of military defenses, roads and bridges.

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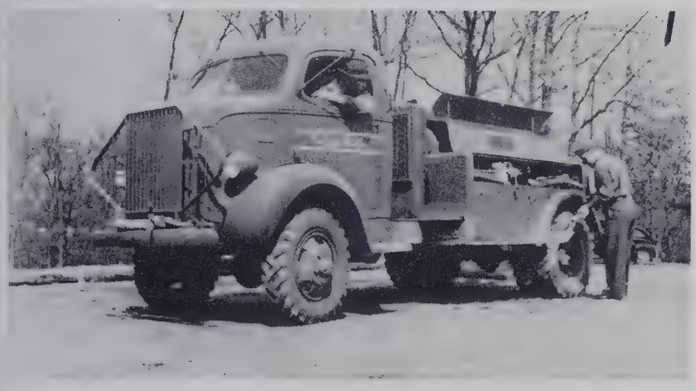
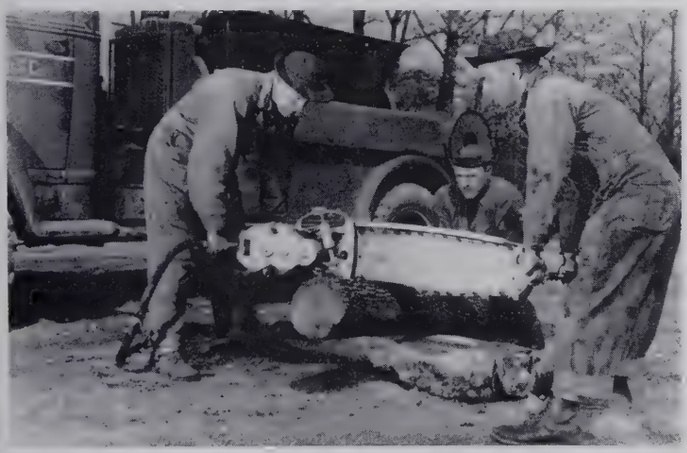
Above: Instruction in the use of the earth auger, used for rapid drilling of holes for placing supports in various types of constructions.

Right: Air hammer.



Heavy equipment is carried in especially constructed Engineer trucks.



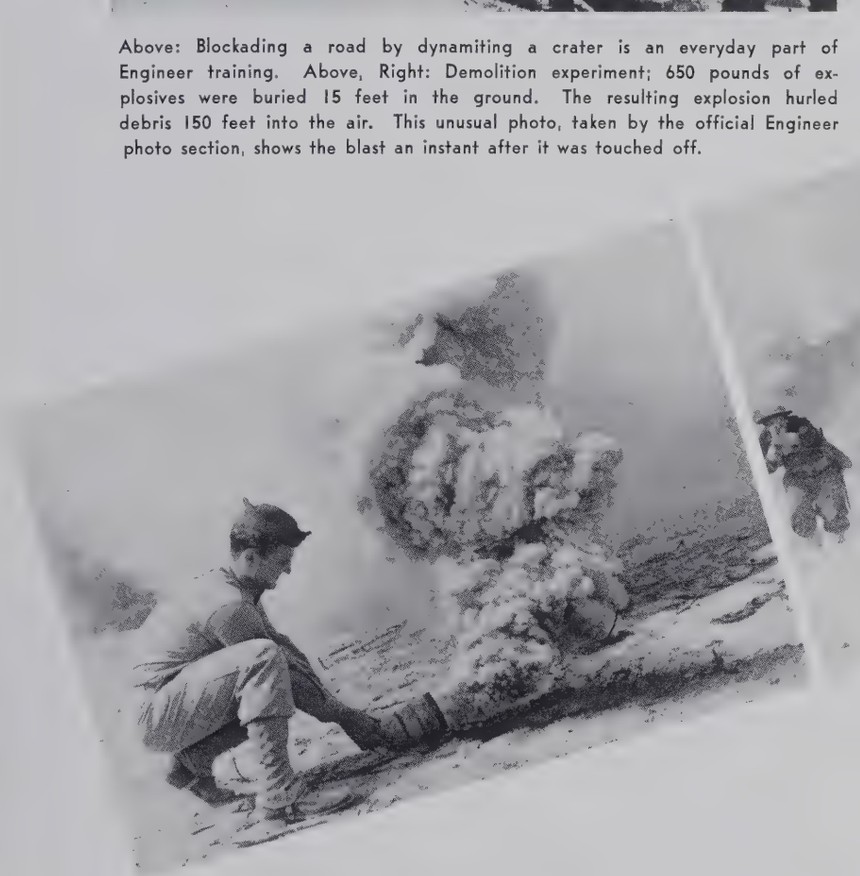
Above: This power saw will slice through heavy trees in a minimum of time, enabling the Engineers to create tank traps and obstructions.

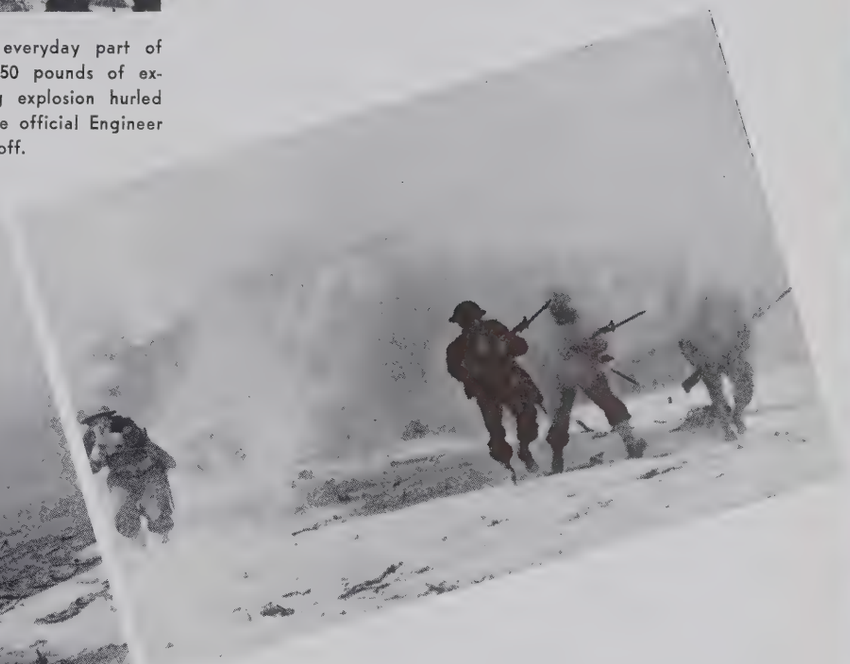
Right: Erecting gin pole during rigging instruction.

Learning to Destroy

and Save . . .

Above: Blockading a road by dynamiting a crater is an everyday part of Engineer training. Above, Right: Demolition experiment; 650 pounds of explosives were buried 15 feet in the ground. The resulting explosion hurled debris 150 feet into the air. This unusual photo, taken by the official Engineer photo section, shows the blast an instant after it was touched off.





In the two pictures above we see, at the left, an Engineer setting off smoke pots to provide a smoke screen for attacking troops, and at the right we see combat troops advancing with gas masks. Right: A selectee emerges from the gas chamber, after his first experience with using a gas mask in actual practice.

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TANK TRAPS

4

The intelligent use of tank traps and obstacles can often render these monsters helpless, and allow the defending forces to destroy them and hold their positions. The Engineers show on this page how various types of these traps are constructed. The Achilles heel of the tank is the caterpillar treads, and these traps are constructed to break these treads or to bog the tank down in such a fashion that the treads cannot get a grip to over-ride the obstacle. How well the tank traps work is shown by the manner in which many of these tanks have been immobilized.

5

6

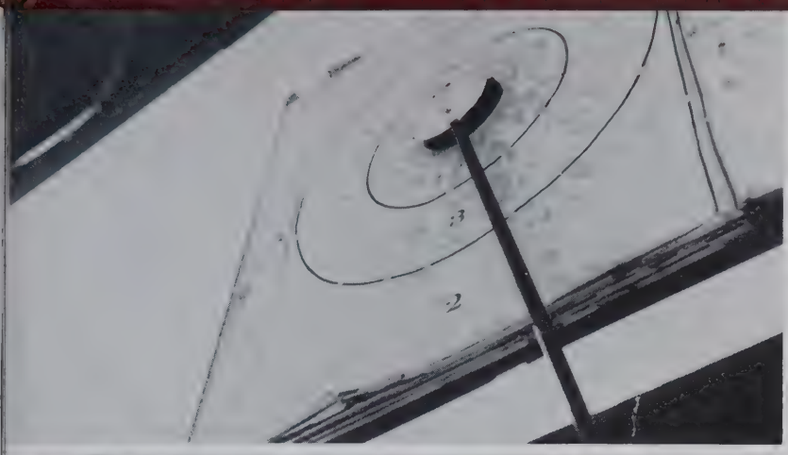
On these pages Engineers are seen at work constructing two types of bridges and pontons. The fixed bridges are built in areas which will have to sustain continuous heavy traffic, usually along supply routes. Ponton bridges are built for rapid transit over rivers, frequently under fire from the enemy. They must be constructed rapidly, yet be strong enough to allow tanks and heavy guns to pass over them.

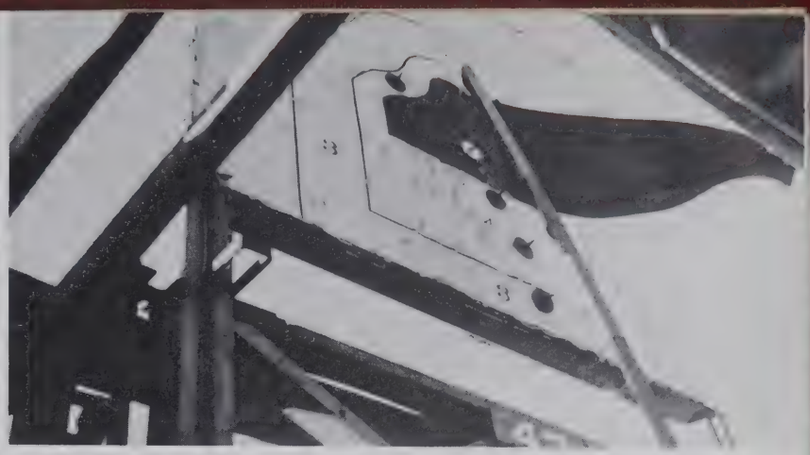
Bridge building requires exact knowledge and careful training in order that all the sections of the bridge can be put into place in the shortest possible time.

When You Think of Engineers You Think of Bridges

CROSS COUNTRY

Learning to travel fast across country while burdened down with equipment is a part of every Engineer's training. Top physical condition is attained by cross-country runs and by crossing obstacles. Above we see men scaling a wall with the aid of ropes; in the center they are swinging across a stream on ropes, and below, they are helping to push a tank that has bogged down in one of the tank traps constructed by the Engineers.



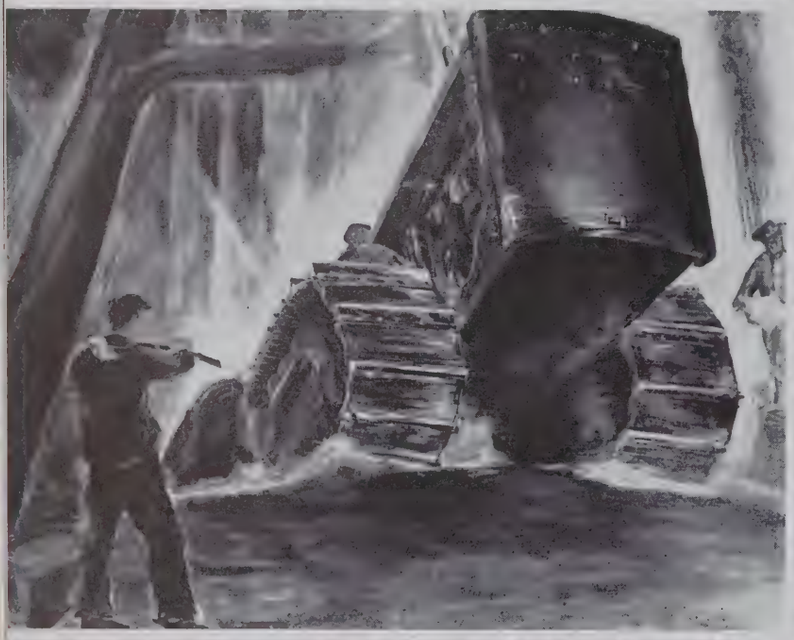


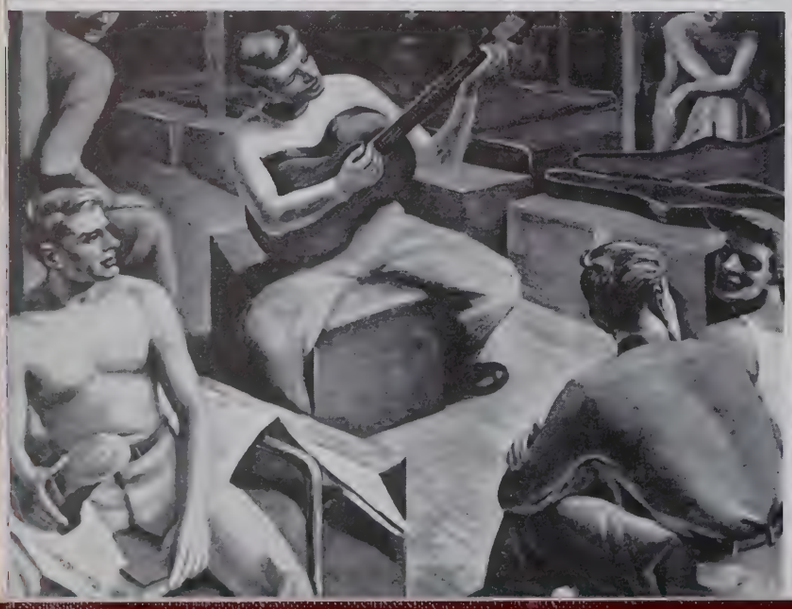
Above, Left: Bulls eye on the slow fire target; "Maggie's Drawers," E
across the target. Hand grenade practice and firing on the antiaircraft range are all a part of making well-rounded marksmen.

ON THE PRACTICE RANGE

Below: Target pits on the "B" or 200-yard rifle range. Rapid fire targets in place were actually being fired upon as this picture was snapped.

SOLDIER ART





ALL IN A DAY

★

"Wake up, soldier, time for your tour of duty."

Battalion Review at Fort Belvoir.

Weighing meat in truck for the mess sergeant.

Art class for soldiers. Some of their work is shown on preceding page.

Dances at the Service Club help keep up morale.

HEADQUARTERS COMPANY

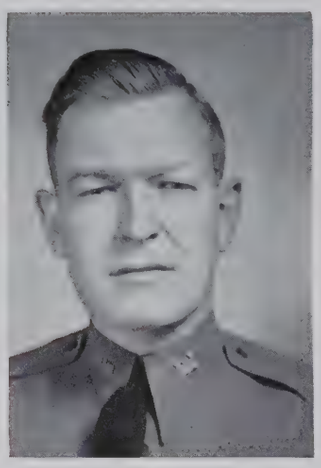
MOTOR COMPANY

ENGINEER REPLACEMENT TRAINING CENTER

UNITED STATES ARMY

FORT BELVOIR, VIRGINIA

1942



R. L. HOPKINS
Captain
Commanding Motor Company

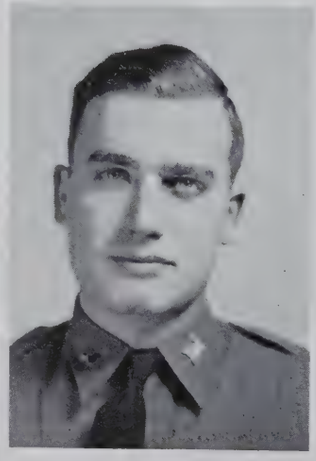
MOTOR COMPANY

P. G. CEI
First Lieutenant
Motor Company Administrative and
Mess Officer

F. C. MOHLER
First Lieutenant
Operations Officer

RAYMOND J. SCHNELLER
First Lieutenant
Maintenance Officer

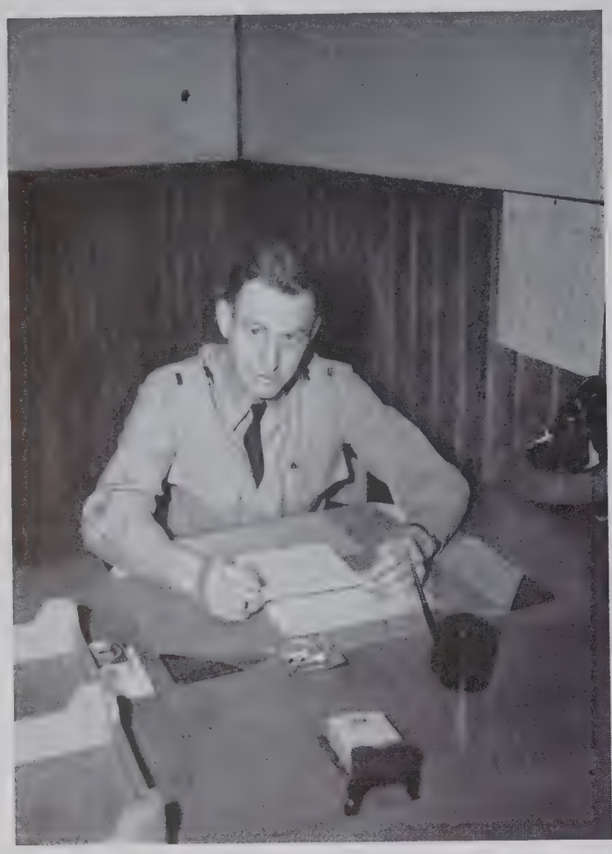
R. J. LUNSFORD
First Lieutenant
Supply Officer



CARL H. FRAZIER
First Lieutenant
Commanding Headquarters Company

HEADQUARTERS COMPANY

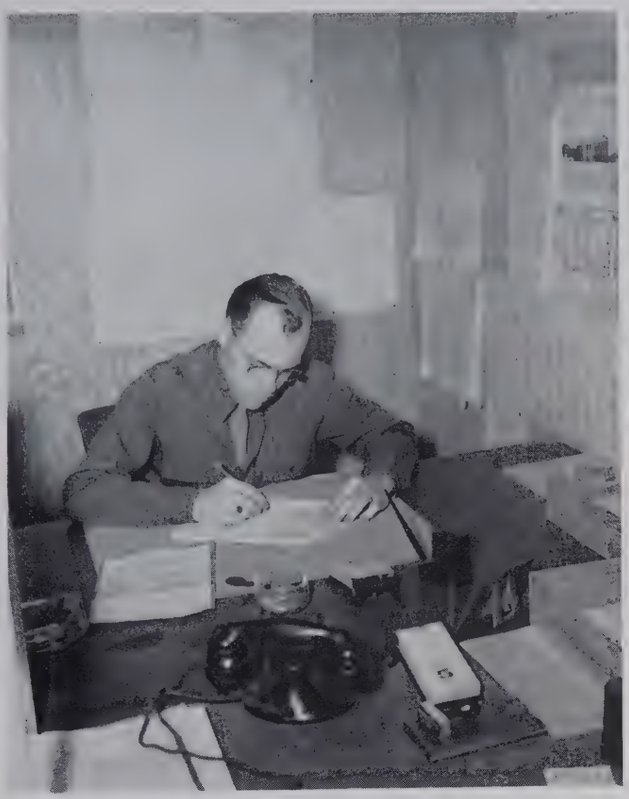
R. A. K. ANDERSON
First Lieutenant
Headquarters Company



Left: Lieutenant Frazier at his desk. Below: Classification section at work.

Headquarters Company Gets the

Left: The classification section men performing man-sized jobs.



Job Done

★

★

★

The personnel section at work—per usual, or rather, more than usual.

Left and Below: This business of supply leaves no time for play. At Bottom of Page: Working in the orderly room, and another view of what goes on in the supply offices.

WORK WHICH NEVER CEASES

WAR-TIME CARPENTER

SERGEANT C. C. MONDAY DEMONSTRATES PROPER METHOD OF HANDLING EXPLOSIVES IN DEMOLITION AREA

Personnel

HEADQUARTERS COMPANY

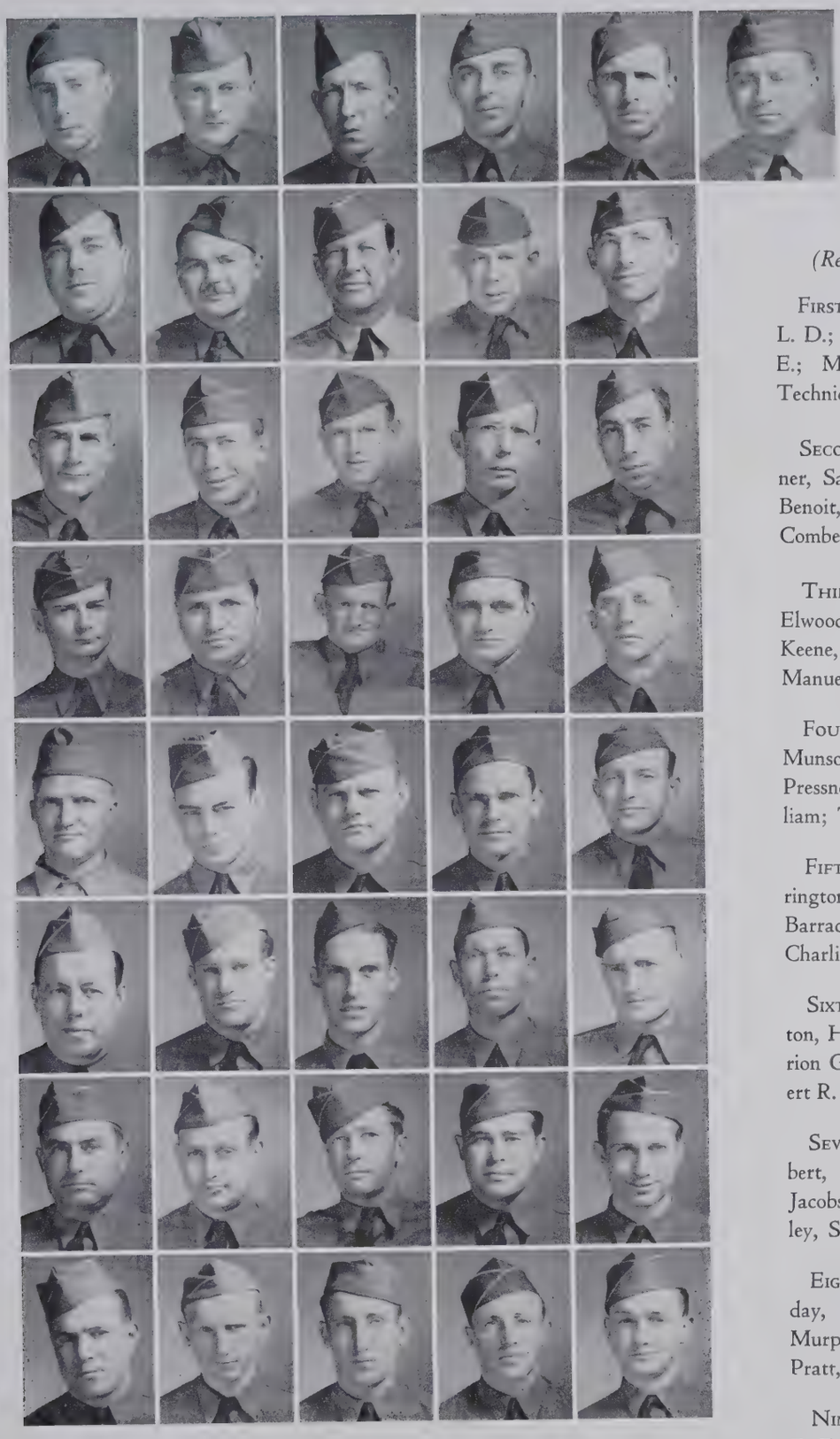
ENGINEER REPLACEMENT TRAINING CENTER

★

FORT BELVOIR, VIRGINIA

1942

HEADQUARTERS COMPANY



(Reading from Left to Right)

First Row: Master Sergeants Cook, L. D.; Dumas, Henry E.; Lee, Joseph E.; Marsh, Fred; Taber, Harold; Technical Sergeant Frances, Antone.

Second Row: First Sergeant Glossner, Samuel H.; Technical Sergeants Benoit, Wilfrid; Brignac, Leonce C.; Comber, Arthur E.; Correll, Joseph T.

Third Row: Technical Sergeants Elwood, Donald G.; Frank, William; Keene, John D.; Lee, Frank; Lujan, Manuel.

Fourth Row: Technical Sergeants Munson, Philip L.; Opanowich, Peter; Pressnell, Herman; Sammons, William; Trainum, Clarence A.

Fifth Row: Staff Sergeants Arrington, John T.; Avery, James D.; Barraclough, Thomas D.; Brady, Charlie J.; Brasier, Jesse F.

Sixth Row: Staff Sergeants Burton, Harold A.; Ellis, John; Erb, Marion G.; Farrar, Marion; Gentry, Robert R.

Seventh Row: Staff Sergeants Hebert, Magnus J.; Hoober, Roy W.; Jacobs, Lester J.; Lee, Dudley; Mobley, Skinner L.

Eighth Row: Staff Sergeants Monday, Chad C.; Mudge, Robert Y.; Murphy, James L.; Perrin, Frank Y.; Pratt, Herbert M.

Ninth Row: Staff Sergeant Geiger, F. E.; Sergeant Konecki, S. A.; Corporal Kurtz, J. F.; Private Heermange, T. N.

HEADQUARTERS COMPANY

★

(Reading from Left to Right)

First Row: Staff Sergeants Sheets, Bert; Swetland, Monroe E.; Traylor, James M.; Unthank, Cecil H.; Van De Car, Harold M.

Second Row: Staff Sergeants Victory, James E.; Willers, Adolph, Jr.; Young, James E.; Sergeants Best, Charles R.; Brazinski, Peter A.

Third Row: Sergeants Cieplinski, Mitchell B.; Coleman, James C.; Connolly, Richard C.; Dandrea, Victor E.; Davis, Pincus L.

Fourth Row: Sergeants Donlin, William W.; Dufresne, J. V. Ephrem; Guyer, Harry R.; Hayden, James M.; Hoffman, Charles D.

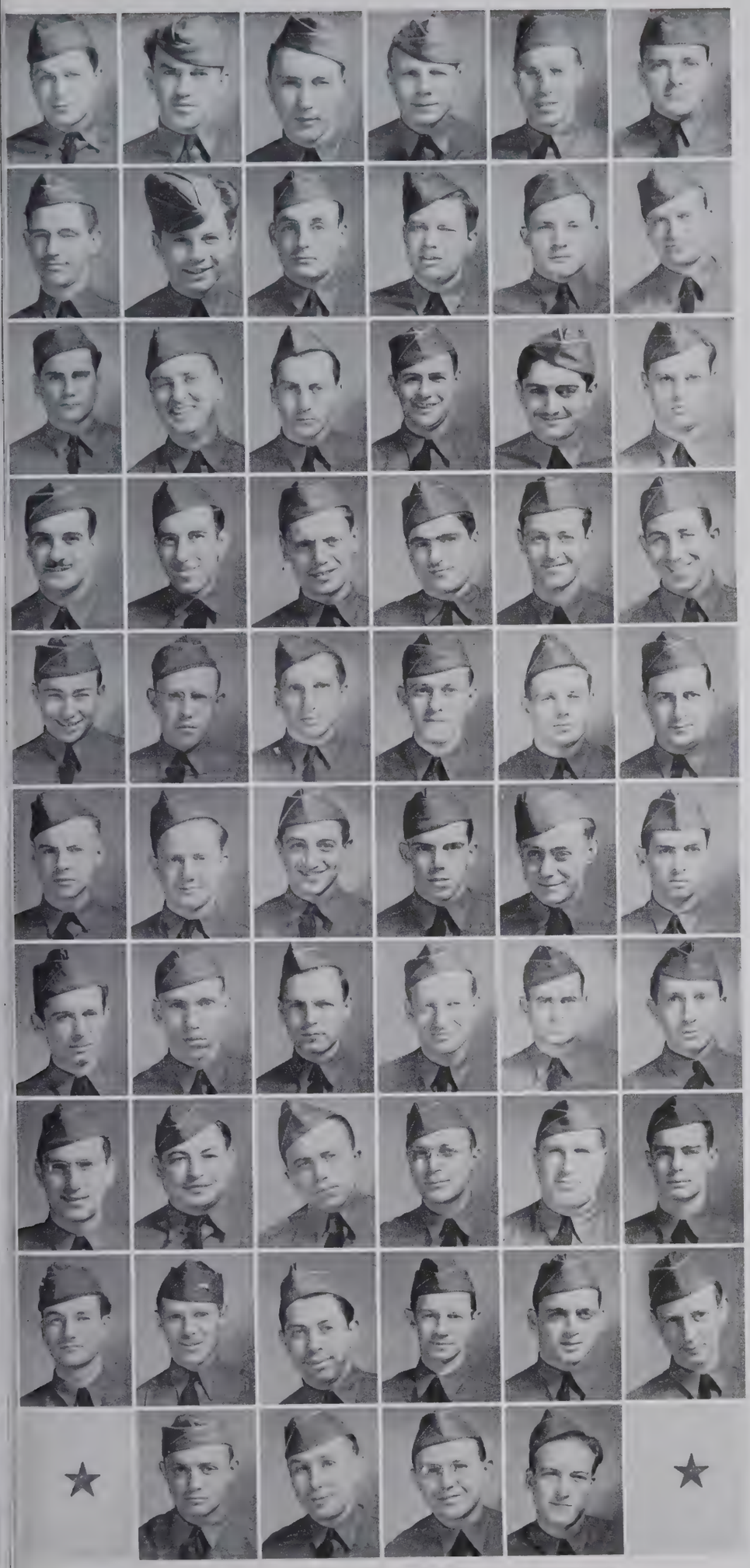
Fifth Row: Sergeants Jaeger, Frederick A.; Kayton, Jack; Kenney, James J.; Knowlton, Carl J.; Lesko, Michael E.

Sixth Row: Sergeants Monoski, Joseph P.; Paoli, Elmer; Petrolin, Joseph P.; Popson, Joseph; Reed, Marvin R.

Seventh Row: Sergeants Roeller, Nelson A.; Schultz, Edwin J.; Shore, Franklin; Simmons, Glenn C.; Snyder, Maurice.

Eighth Row: Sergeants Upton, William J.; Walter, Ferdinand E.; Williams, Kermit; Corporals Beddoe, Watkins J.; Brenner, Nathan.

Ninth Row: Corporals Burke, William A.; Dzuryn, Paul J.; Garrett, Lynwood G.; Graham, William W.; Herbeck, John J.



HEADQUARTERS COMPANY

★

(Reading from Left to Right)

First Row: Corporals Kinnen, John B.; Kubeck, Stanley J.; Kulik, Nick; Layman, Phillip J.; McWilliams, John H.; Schroeder, Charles E.

Second Row: Corporals Smith, Veachel B.; Weigley, John D.; Privates First Class Adams, Henry K.; Adler, Gerhard A.; Bair, John A.; Bernadowski, John J.

Third Row: Privates First Class Bickel, William R.; Breitfeiler, John R.; Capral, Joseph; Cohen, Sol; Cotrufo, Natale A.; Cummings, James D.

Fourth Row: Privates Deprospero, Aldo J.; Ehrlich, Martin; Firestone, Merton; Gibson, Charles R.; Gibson, Lester M., Jr.; Giordano, John P.

Fifth Row: Privates First Class Greher, Henry; Hackett, Weldon H.; Hagedorn, George G.; Heinbockel, John H.; Hendee, Milton M.; House, Edwin G.

Sixth Row: Privates First Class Hyde, George H., Jr.; Jones, Worley H.; Kornfeld, Martin; Lake, George W.; Lappin, Vincent H.; Lickver, Morris M.

Seventh Row: Privates First Class Limpert, John V.; Lotz, Given M.; Marlow, Spencer M.; Mattice, William I.; McNamara, Thustin P.; Nierenberg, Harry.

Eighth Row: Privates First Class Olson, Sterling G.; Pencak, Jacob; Purchia, Nicholas J.; Reight, George C.; Reinherz, Stanley B.; Richards, Burton.

Ninth Row: Privates First Class Robinson, Paul G.; Rosenfield, Max M.; Rosenthal, Sidney; Ross, James O.; Ruggiero, Joseph S.; Schmitt, Robert A.

Tenth Row: Privates First Class Scudder, Wesley; Seal, Everett C.; Seiwell, William J.; Staab, Daniel E.

HEADQUARTERS COMPANY

★

(Reading from Left to Right)

First Row: Privates First Class Teichman, Lawrence I.; Thomas, Wesley F.; Titterington, Frederick D.; Vander Veer, Karel Vandyke, Jr.; Walters, Harold M.; Weaver, Neil D.

Second Row: Privates First Class Weingarten, Philip; Wenger, Robert C.; Privates Adams, Ross J.; Adams, Thomas B.; Addabbo, John J.; Blangio, Charles A.

Third Row: Privates Blumenroeder, John F.; Bogin, Alvin H.; Boggs, Robert V.; Burrell, James G.; Butler, Frank E.; Centenni, James G.

Fourth Row: Privates Chandler, Joseph M., Jr.; Clark, Donald S.; Collins, Lawrence O.; Cornelius, Johnnie R.; Dabney, Winston L.; Dibble, Harry C.

Fifth Row: Privates Di Carlo, Anthony J.; Edelman, Nathaniel S.; Endres, Bernard B.; Hennessy, Joseph F., Jr.; Heyd, Robert L., Jr.

Sixth Row: Privates Hudspeth, James E.; Inches, Robert W.; Jablonowski, Chester A.; Katcher, Samuel; Kelly, Sheldon W.; Kilcoyne, John E.

Seventh Row: Privates Lathers, Arthur E.; Miller, Anthony W.; Murdock, Harrison J.; Noxon, Charles E., Jr.; Nussey, Joseph W., Jr.; Oszczakiewicz, Walter M.

Eighth Row: Privates Owen, Earl J.; Person, Harold E.; Pollack, Harry; Porreca, Joseph A.; Ruberg, Robert I.; Saleeby, Nick.

Ninth Row: Privates Sanchez, Francis P.; Sheppard, Henry V., Jr.; Solyom, Richard L.; Tanner, Valda D., Jr.; Trippy, Ross L.; Tull, Donald M.

Tenth Row: Privates Umphlett, Milton E.; Van Skoik, John U.; Young, Howell P.; Zablocky, Lee D.

Motor Company

ROW ON ROW OF ONE AND ONE-HALF TON TRUCKS STAND READY TO GO

THE CROSS COUNTRY COURSE TESTS MEN AND MACHINES

This big baby is a hog for mud.

The cross country course is designed to prove that the "peeps" can "take it."

Left: Just a sample of driving conditions on the cross country course.

Above: Lifting by ones own bootstraps. A one-half ton truck gets out of mud by using its own winch.

Right: When they're badly bogged this four-ton truck hooks on its winch and out they come.

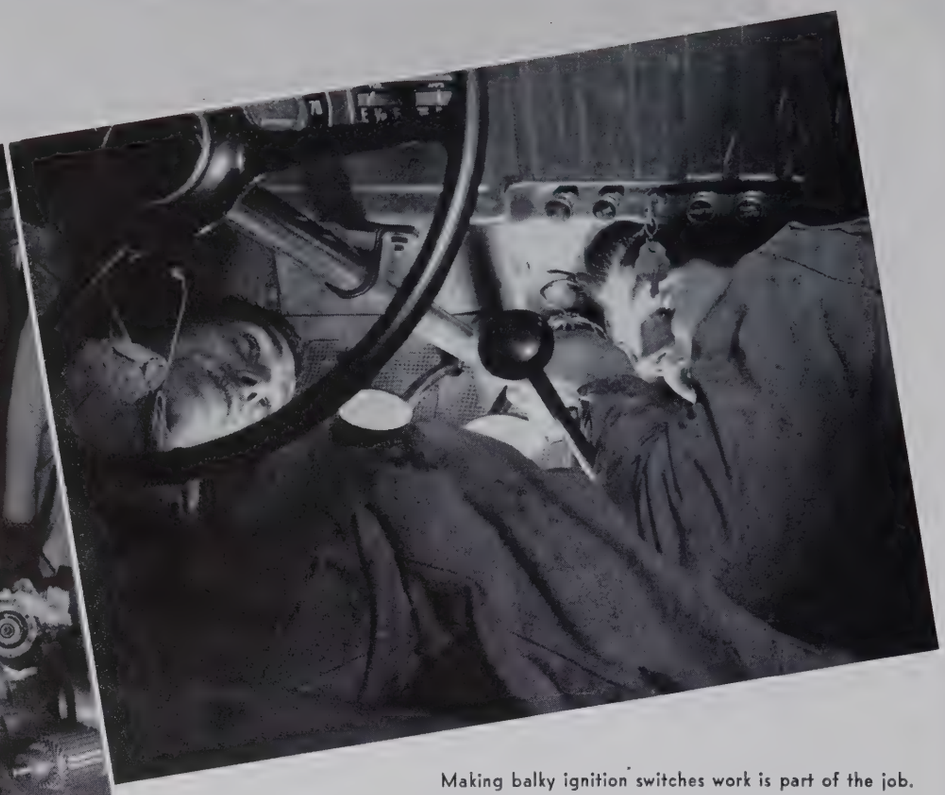
AFTER DRIVING COMES WASHING

Above and Right: With the course behind them the trucks get a needed bath.

AND THEN...

THEY'RE SPICK AND SPAN, READY FOR CONVOY DUTY

Repairing a generator.



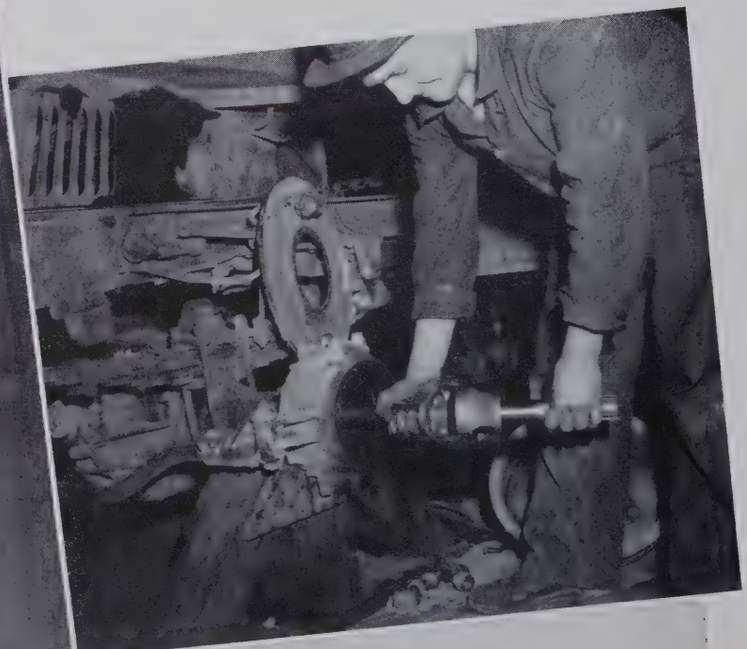
Making balky ignition switches work is part of the job.

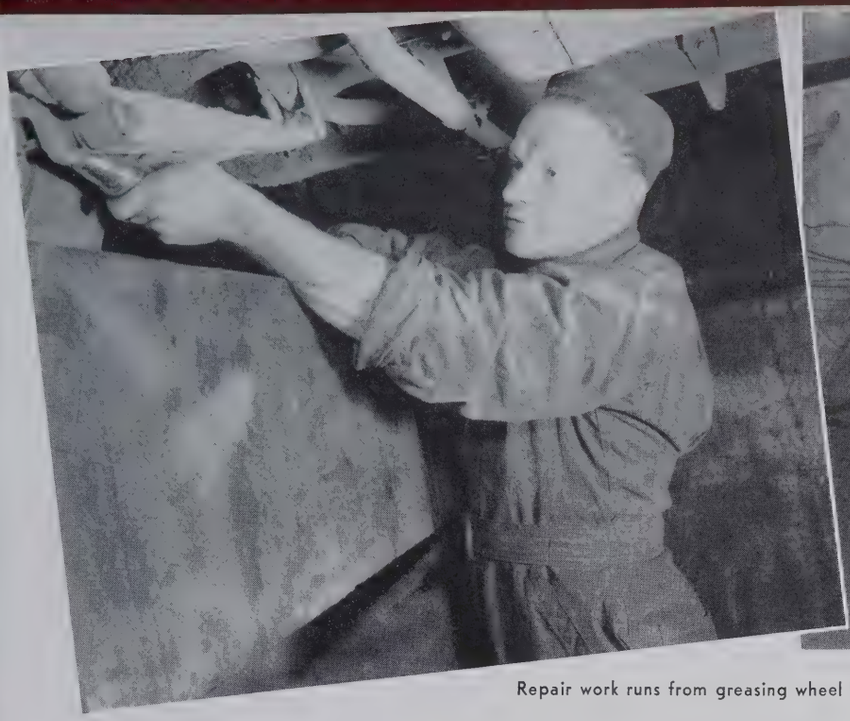
REPAIR

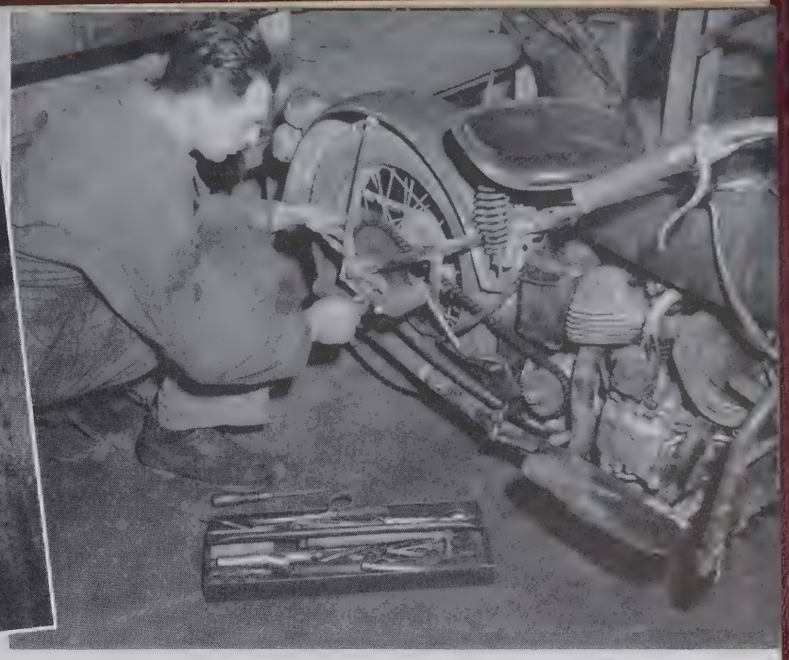
★

A good welder is an important man in repair work.

Replacing a broken front axle.





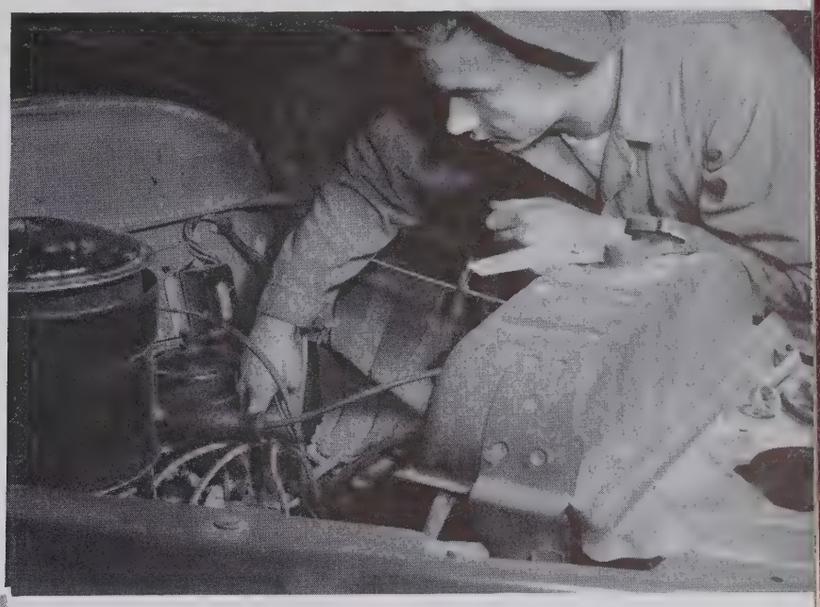


Repair work runs from greasing wheel bearings to adjusting sprockets on motorcycles.

WORK

★

★



Above: The 6,000 mile inspection is a rigid test for flaws. Left: A thorough knowledge of lubrication is necessary for good maintenance work. Below: Oil is checked in a truck and the steering knuckles are properly adjusted.

TANK TRAPPING

★

Above: A trap is laid for big game.

★

Left: Tank versus trap.

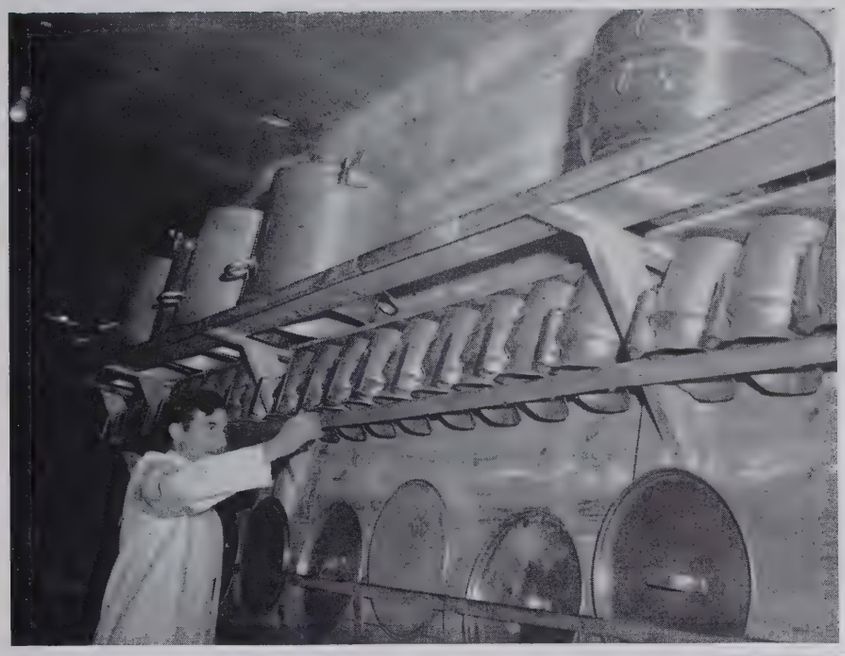
Above: The trap closes on its prey.

★

Left: Medium tank in action among traps laid for its destruction.

FOOD IS IMPORTANT

★



The cook selects his weapons.

Guess there'll be enough for supper, Sarge?

★

Skinning carrots beats peeling spuds.

Get it while its hot!

A Galaxy of Interests

Left: "What're you doing, buddy, training to lift a truck?"

The "top-kick" catches up on his literature.

Left: The ever popular ping-pong gets its usual following.

An Engineer keeps his eye on the ball during a pool game.

MOTOR COMPANY

★

(Reading from Left to Right)

First Row: Master Sergeant Hammond, Dewitte; First Sergeant Day, Clarence M.; Technical Sergeant Lermond, John W.; Staff Sergeants Fuhrmann, Arthur W.; Stanton, Dwight.

Second Row: Staff Sergeant Wilkes, Odis F.; Sergeants Angell, Joseph R.; Dougherty, James J.; Jones, James J.; Kenney, Daniel J.

Third Row: Sergeants Lewis, Jack J.; Mainguth, Paul M.; McConaghy, Chester A.; Nolter, John M.; Rhoades, Russell A.

Fourth Row: Sergeant Southern, Harold T.; Corporals Bailey, John E., Jr.; Barco, Robert A.; Bartlewski, Joseph S.; Bowers, Melvin H.

Fifth Row: Corporals Butzner, William D.; Canas, Edurado; Caw, John J.; Cooper, Alfred V.; Duncan, William G.

Sixth Row: Corporals Everett, George S.; Hearn, John D.; Jones, Charles F.; Kephart, William H.; Liska, Joseph M.

Seventh Row: Corporals Nolte, George D.; O'Neill, James J.; Perry, Adie L.; Sams, Edward J.; Streine, Willis R.

Eighth Row: Corporals Taylor, Marion L.; Trebus, Joseph S.; Woodard, Joseph E., Jr.; Zelinski, Alfonso; Private First Class Trimble, Arnold.

Ninth Row: Privates Brown, I. D.; Coleman, Percy F.; Difrisco, J.; Hardaski, John C.

MOTOR COMPANY

★

(Reading from Left to Right)

First Row: Privates First Class Grenawalt, Harry C.; Bernard, David B.; Costine, Thomas J.; Mastronuzzi, Carl; Belawicz, John E.

Second Row: Privates First Class Bucko, Louis F.; Cepin, Michael, Jr.; Denoia, Emanuele B., Jr.; Fisher, Kenneth E.; French, Harold C.

Third Row: Privates First Class Gorcoff, Max P.; McCune, Leo R.; McGill, Robert K.; Aikins, John J.; Appel, Wayne M.

Fourth Row: Privates First Class Armes, Walter G.; Bash, James H.; Becker, Raymond E.; Bellomo, Luca R.; Bilicic, Francis J.

Fifth Row: Privates First Class Blansett, Worley D.; Boswell, Gerald D.; Bupp, John W.; Craft, William E.; Curling, Edward W.

Sixth Row: Privates First Class DeHart, John W.; Dick, Harold R.; Dwojewski, John J.; Fenwick, Joseph A.; Fields, James A.

Seventh Row: Privates First Class Frank, Arthur F.; Frantz, William S.; Gillinghan, Theodore; Goss, Robert G.; Gough, John D.

Eighth Row: Privates First Class Harris, Curtis B.; Heine, George G.; Karosic, Joseph A., Jr.; Kashimba, Paul P.; King, Donald R.

Ninth Row: Privates First Class Kosovich, George J.; Kravitz, William B.; Mahaffey, Theodore R.; Marceron, John D.; McGarvey, Francis J.

Tenth Row: Privates First Class McShaw, Joseph; McWilliams, Earl; Mears, Norman B.; Morgan, John S.; Nagurski, Anthony J.

MOTOR COMPANY

★

(Reading from Left to Right)

First Row: Privates First Class Nigro, Dominic; Noonan, Harry J.; Oberdorf, Fred E.; Olsen, John A.; Orvos, Mike; Padgett, George B.

Second Row: Privates First Class Palermo, Felix; Pecharo, Thomas T.; Perry, Sebron J.; Petroska, Frank L.; Robertson, Charles L.; Rosco, John A.

Third Row: Privates First Class Shelmire, Harold C.; Shull, Russell R.; Slevin, John F.; Smith, William A.; Soneson, Carl G.; Stancavage, Walter A.

Fourth Row: Privates First Class Szczygiel, Casimer; Ward, Louis L.; Weber, Frederick J.; White, Joe L.; Whitt, Richard A.; Whorl, Elwood G.

Fifth Row: Privates Dickenson, Woodrow W.; Dunford, John J.; Hughes, Robert L.; Keidat, Elmer E.; Miller, Benjamin H., Jr.; Miller, Clifford L. R.

Sixth Row: Privates Odegard, John A.; O'Horo, William J.; Orr, Robert D.; Sweeney, Joseph S.; Puszakowski, Ziggy J.; Adamecs, Andrew P.

Seventh Row: Privates Adams, David C.; Baum, Lester L.; Beard, Vernon R.; Bertling, George H.; Blakeley, Robert J.; Bongiovanni, William V.

Eighth Row: Privates Boyd, Rupert H.; Burbage, William H.; Campbell, James; Carter, Emmett A.; Cate, Wayne E.; Childeres, Hubert.

Ninth Row: Privates Clark, John S.; Cook, Orland P.; Cortez, Tony R.; Costa, Anthony J.; Culler, Thomas W.; Eason, Claude E.

MOTOR COMPANY

★

(Reading from Left to Right)

First Row: Privates Ehret, Joseph F.; Etter, Wilbur M.; Felton, Alfred C.; Fezio, John L.; Fieramosca, Alfred; Fink, Joseph E.

Second Row: Privates Gary, William J., Jr.; Grady, William R.; Grapski, Joseph A.; Graziano, Paris; Hartfield, Walter W.; Hartz, George.

Third Row: Privates Haumschild, Alvin C.; Hibbard, James E.; Hood, William E.; Iannacio, Anthony; Jenny, Carl A., Jr.; John, Michael J.

Fourth Row: Privates Klinkowitz, Nathan; Kyle, William A.; Lang, George W.; Langill, Francis E.; La Vigne, Fred, Jr.; Le Cuyer, George J.

Fifth Row: Privates Leonard, Edward J.; Livingston, Edward L.; Marek, Stanley M.; McCagg, Vincent J.; McGee, Charles, Jr.; McGinnis, Albert E.

Sixth Row: Privates McQuade, Edgar M.; Meade, Nicholas S.; Moon, Harold L.; Myers, Paul O.; Nester, Edgar D.; Ochiltree, Oliver B.

Seventh Row: Privates Ostrum, Leon I.; Pellicano, Paul A.; Pietrusiak, Henry; Pinaha, Thomas; Price, Franklyn E.; Robinette, Wayne M.

Eighth Row: Privates Rumbaugh, Carroll B.; Santangelo, Gerad; Scarpato, John R.; Schaub, Franklin J.; Schleupner, Michael N.; Seman, Andrew, Jr.

Ninth Row: Privates Silvia, Antone; Smith, Rufus B.; Stranahan, James W.; Thomas, Robert J.; Todaro, Michael; Varga, Andrew S.

Tenth Row: Privates Ward, William A.; Webb, Ralph E.; Welsch, Charles R.; Wood, David R.; Wright, Rufus W.; Young, Alexander N.

MOTOR COMPANY

★

(Reading from Left to Right)

First Row: Sergeants Jones, H. D.; Jones, J.; Corporals Donchatz, John; Hurley, J. F.; Trott, Walter H.

Second Row: Privates First Class Bonar, Joseph C.; Franzel, Dan; Grauman, Herron, C.; Kormos, John E.

Third Row: Privates First Class Sidleck, S.; Strain, F.; Twombly, O. E.; Yopp, C. C.; Private Baker, D. P.

Fourth Row: Privates Baker, E.; Batchelder, C.; Bowser, H. R.; Bronski, Stanley; Christiano, R. C.

Fifth Row: Privates Danko, J.; DeLollo, Phillip V.; Deming, Earl; Donofrio, M. J.; Eastman, Rupert F.

Sixth Row: Privates Foster, E. P.; Gaito, A. J.; Grossane, E.; Hogue, R. W.; Hamilton, R. D.

Seventh Row: Privates Haworth, Stephen; Hebb, Ronald E.; Horwath; Israel, N.; Johnson, William.

Eighth Row: Privates Lenczuk, N. P.; Lutz, Charles; Mahar, J. W.; May, Julian; Montemarano, L. J.

Ninth Row: Privates Nicholson, O. E.; Otstot, A. L.; Opatovsky, J. G.; Patalsky, John; Plewka, C. J.

Tenth Row: Privates Rossi, A. W.; Rutland, J. L.; Savel, P. A.; Stansbury; Ingram, W. C.

Views of

FORT BELVOIR, VIRGINIA

RICHARD LEE
Colonel
Executive Officer

T. J. LEARY
Colonel
Post Surgeon

A. J. BRASTED
Colonel
Post Chaplain

J. O. ROADY
Lieutenant Colonel
Post Quartermaster

POST STAFF

ASHBY B. LAND
Major
Public Relations Officer

WALTER R. HOBERG
First Lieutenant
S-2

F. J. PALME
Captain
S-3

P. H. RIDDINGER
Captain
S-4

ARNO S. McCLELLAN
Major
Special Services Officer

M. J. LANDVOIGHT
Major
Special Service Officer
(Transferred)

J. W. ROBBINS
First Lieutenant
Aide de Camp

ROBERT W. TUCKER
First Lieutenant
Assistant S-2
(Detached Temporary Duty)

W. H. PETERSON
First Lieutenant
Personnel Adjutant

Mackenzie Hall.

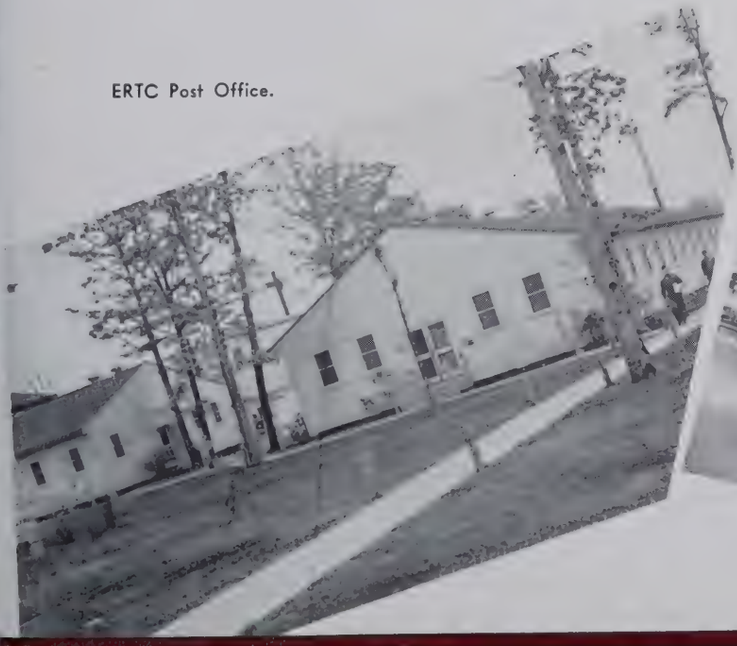
Abbott Hall.

POST BUILDINGS

Non-commissioned officers' homes.

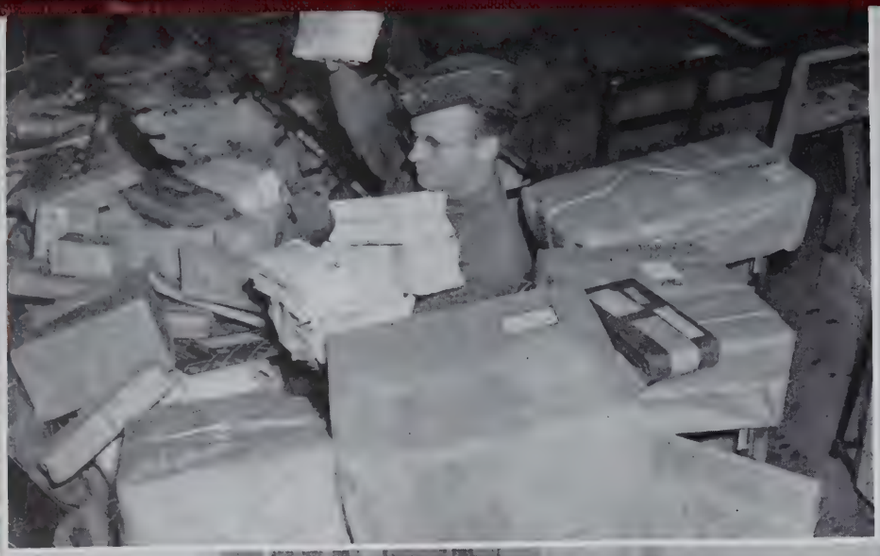
Officers' homes.

Enlisted men's barracks.

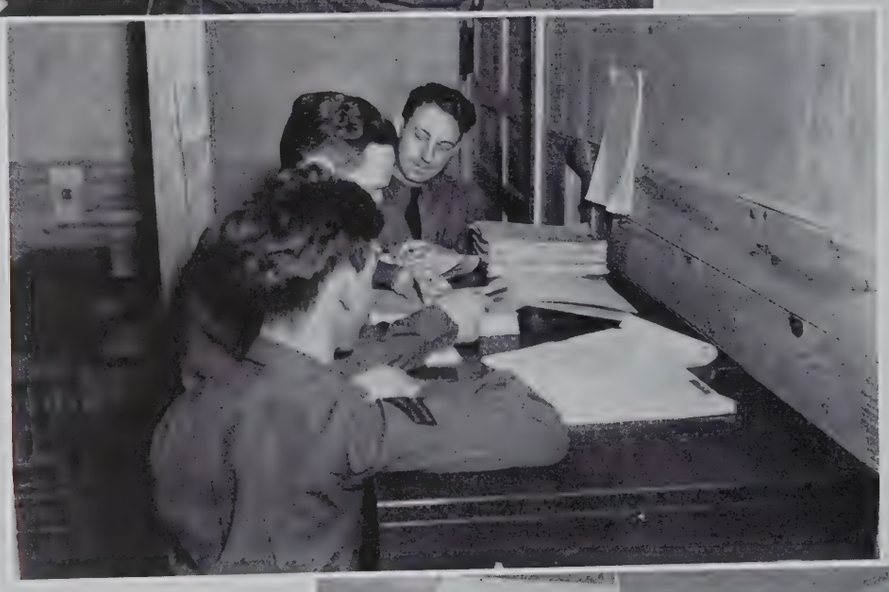


ERTC Post Office.

Service Club at the ERTC.



White Collar Workers in the army



Camouflage an Art

Camouflage plays an important part in modern war, where concealment from observant enemy aircraft may be the deciding factor in mounting surprise offensives. Camouflage may be for the protection of the individual, to enable him to observe or to snipe unseen, or it may be used to conceal barracks, gun emplacements, or troop movements. Its application is an art, and the artists are principally men of the Engineer Corps, especially trained in this work.

Shown on this page are various types of camouflage adapted to changing seasons of the year, and to the many purposes for which it is employed.

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BATON ROUGE, LOUISIANA SHREVEPORT, LOUISIANA NASHVILLE, TENNESSEE

WEST COAST OFFICE

Room 211, 700 S. LaBrea Avenue, Los Angeles, Calif.